

Maryland Inventory of Historic Properties

Addendum

MIHP Number: B-3584

Property Name: Storage Facility Building
Property Address: 708-710 W. Lombard St., Baltimore, MD 21201

Based on a site visit conducted on December 29, 2005 by John Milner Associates, on behalf of Maryland Mass Transit Administration (MTA), this property is no longer extant.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. B-3584

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1. Name of Property

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historic name The United Railways and Electric Company Building

common/other name Central Sub-Station; Storage Facility

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2. Location

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street & number 708-710 West Lombard Street not for publication

city or town Baltimore

vicinity _____ state Maryland code MD

county Independent City code 510 zip code 21201

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3. State/Federal Agency Certification N/A

=====

4. National Park Service Certification N/A

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5. Classification

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Ownership of Property (Check all that apply)

☐ private
☐ public-local
☒ public-State
☐ public-Federal

Category of Property (Check only one box)

☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

Contributing Noncontributing

<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u> </u>	Total

Is this property listed in the National Register?

Yes Name of Listing _____
No X

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: Industry/Processing/Extraction

Sub: Energy Facility

Current Functions (Enter categories from instructions)

Cat: Industry/Processing/Extraction

Sub: Industrial Storage

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7. Description

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Architectural Classification (Enter categories from instructions)

Renaissance Revival

Materials (Enter categories from instructions)

foundation Brick: Five-Course American Bond

roof Flat: Not Visible

walls Brick: All Stretcher Bond (Pressed)

other Brick: Five-Course American Bond

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes
for the criteria qualifying the
property for National Register listing)

- ☐ A Property is associated with events that have made a
significant contribution to the broad patterns of our
history.
- ☐ B Property is associated with the lives of persons
significant in our past.
- ☒ C Property embodies the distinctive characteristics of
a type, period, or method of construction or
represents the work of a master, or possesses high
artistic values, or represents a significant and
distinguishable entity whose components lack
individual distinction.
- ☐ D Property has yielded, or is likely to yield
information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for
religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance
within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Architecture

Economic (Commercial & Industrial)

Period of Significance 1907-1966

Significant Dates 1907-1914

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

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9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Baltimore Board of Estimates, *Brief on Behalf of the Board of Estimates of Baltimore City in the Matter of the Pending Application of the United Railways and Electric Company for Permission to Increase its Fares*, 1919.

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Deale, Bridget M. (MHT), "Storage Facility Building, Maryland Historic Trust Inventory Form for State Historic Sites Survey." December 1979.

Farrell, Michael R. *The History of Baltimore's Streetcars*, MD: Greenberg Publishing Company, Inc., 1992.

General Property Tax Books, Second District, RG 4, S.1, #152, 1834. Baltimore City Archives, Baltimore, Maryland.

Locke, Dean J., *A Brief for the United Railways and Electric Company presented to the Baltimore Traffic Committee*, 1934.

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Martinet, Simon J., *Map of Baltimore*, 1856.

Mencken, H., "Chickens Come Home to Roost," *The Evening Star*, September 28, 1931.

Polk, R.L., *Baltimore City Directory*, Baltimore, MD: R.L. Polk and Company, 1884.

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Public Service Commission of Maryland, "In the Matter of the Petition of the United Railways and Electric Company of Baltimore for a Modification of Certain Orders," Case no. 1682, Before the Public Service Commission of Maryland, September 20, 1919.

-----"In the Matter of the Application of the United Railways and Electric Company of Baltimore, etc., Case No. 1568." 1919.

Sanborn Fire Insurance Maps, 1890, 1901, 1914, and 1956 updated.
Sidney and Neff, Plan of the City of Baltimore, Maryland, 1851.

United Railway and Electric Company, "Why Is Street car Riding Increasing?," *Service* Volume 1, Number 13, August 1926.

United Railway and Electric Company Vertical File, Enoch Pratt Library, Baltimore, Maryland.

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10. Geographical Data

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Acreage of Property Less than one acre

Verbal Boundary Description (Describe the boundaries of the property.)

The United Railways and Electric Building at 708-710 West Lombard Street, is located on Ward 4, Section 9, Block 651, Lot 5. It is on the north side of West Lombard Street, approximately midpoint between Penn Street and Martin Luther King, Jr. Boulevard, just east of St. Paul's Cemetery.

Boundary Justification (Explain why the boundaries were selected.)

The building located at 708-710 West Lombard Street has been historically associated with Lot 5 since its construction in 1907-1914.

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11. Form Prepared By

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name/title Laura V. Trieschmann, Simone M. Moffett Architectural
Historians
organization Traceries
date July 13, 2000 street & number 5420 Western Avenue
telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815

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12. Property Owner

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name State of Maryland, for use in the university system
street & number 300 West Preston Street telephone _____
city or town Baltimore state MD zip code 21201

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The United Railways and Electric Company Building at 708-710 West Lombard Street was constructed in 1907-1914 as an industrial energy substation. The building is a two-story brick structure designed in the Second Renaissance Revival style of architecture. Constructed within a historically residential block at the southwestern edge of the University of Maryland at Baltimore campus, the building capitalizes on its architectural detailing to harmoniously contribute to an already highly developed neighborhood. Despite no longer being utilized as an industrial building, the United Railways and Electric Company Building maintains its original architectural detailing on both the exterior and interior.

SITE

The two-story brick building at 708-710 West Lombard Street is located on the north side of the street between Penn Street and Martin Luther King, Jr. Boulevard. The building fronts on West Lombard Street, directly across from the Medical Biotechnology Center of the University of Maryland at Baltimore (UMAB). The rectangular lot, measuring 55 feet by 154 feet, is approximately 60 feet to the east of Old St. Paul's Cemetery, which was established in circa 1800 by the Vestry of St. Paul's Episcopal Church.

The attached building fronts on West Lombard Street and extends north to Cider Alley. It is approximately five feet from its neighbor at 712 West Lombard Street on the west elevation, while the east elevation is eight feet from the Western Health Center at 700 West Lombard Street.

EXTERIOR

Set upon a raised foundation of brick, the Central Sub-Station for the United Railways and Electric Company is an attached structure presented in the Renaissance Revival style of architecture. It stands two-stories in height and is three bays wide with side-entry garage door. Constructed of brick, the structure has a pressed brick facade laid in all stretcher bond, while the remaining walls are laid in five-course American bond. The facade is marked by a limestone watertable, segmentally arched bays with rusticated surrounds, and

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stone detailing. Although no longer extant, a wood cornice with modillions extended below the stepped parapet of the roofline. The flat roof is pierced by a massive monitor-shaped skylight at the center.

The facade (south elevation), fronting on West Lombard Street, is set upon a raised watertable of limestone with a beveled cap. The stone is pierced by two sets of triple window openings in the central and eastern bays. Three of the openings of the central bay have two-light awning windows, while the remaining three have been infilled with brick.

The upper stories of the rusticated facade are divided into three segmentally arched, recessed bays with limestone bases above the basement level. The central and eastern bays are articulated with triple openings on the first and second stories, while the first story of the western bay is marked by a double-wide garage opening. The triple openings of the first story have 4/4 windows with single-beaded surrounds, jack-arched lintels, limestone keystones and beveled lug sills with brackets. A corrugated metal garage door fills the recessed opening, which is marked by a straight-arched, soldier-coursed lintel.

The second story of the facade is symmetrically articulated with triple window openings in all three bays. Extending to the segmental arch of the bay, the openings are filled with elongated 4/4 windows with four-light transoms. The windows are finished with limestone lug sills with brackets and single-beaded surrounds. The recessed bays are ornamented with centrally placed limestone keystones and splayed brick lintels that have been rusticated.

The entablature of the building historically contained a "heavily multi-molded wooden cornice above a series of modillions and a blank frieze...."¹ The cornice was removed, exposing several courses of inferior brick. The roofline of the building is articulated with a stepped parapet with limestone coping.

¹ Bridget M. Deale, (MHT), "Storage Facility Building, Maryland Historic Trust Inventory Form for State Historic Sites Survey." December 1979, Section 7.

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The east and west elevations of the sub-station are constructed of brick, laid in five-course American bond. Not penetrated by window or entry openings, the elevations are finished with beveled limestone stringcourse, brick buttresses, and corbeled cornices.

The north rear elevation, which faces Cider Alley, is symmetrically sectioned into three bays with triple openings. Set upon a limestone watertable, the elevation is constructed of five-course American bond brick. The basement level is marked by three brick infilled openings in the central bay. Located between the basement level and the first story, interrupting the stringcourse, is an elongated single entry with a flush metal door. The raised first story historically had nine window openings. While seven of the openings are extant, the two openings in the eastern and central bays have been removed to allow for the insertion of a double-wide garage door opening with a straight-arched metal lintel. The segmentally arched lintels of the missing window openings are visible above the contemporary metal lintel. Used as a loading dock, the garage opening sits on the limestone stringcourse and is filled with a paneled wood, roll-top door. The remaining window openings contain 4/4 sash with beveled lug sills of limestone, single-beaded surrounds, and three-course rowlock header lintels.

The second story of the north elevation has nine openings, three in each bay. The elongated openings have 4/4 windows and segmentally arched, four-light transoms. Each window is finished with beveled lug sills of limestone, single-beaded surrounds, and three-course rowlock header lintels. The entablature is ornamented with denticulated brick corbels and projecting brick stringcourses. The flat parapet has limestone coping.

INTERIOR

The interior of the sub-station consists of one open room, spanning the length of the building, and a basement.² The first floor space is finished with a slate floor, exposed brick walls, and nine metal

² The southern end of the first floor was not accessible, although it was viewed through the metal fence.

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trusses, laid out in the "Warren with vertical" system. The floor is pierced by two sets of straight-flight stairs that lead to the basement. Office space has been created by temporary corrugated metal walls at the northwest corner of the space. The window openings are adorned with rowlock header sills, square-edged casings, and three-course rowlock header lintels. Corbeled brick piers project from each corner of the building, hanging approximately five feet from the roof. The central portion of the roof is pierced by a clerestory monitor skylight with four-light casement windows with wire glass. The windows are opened from below by pulleys.

The basement is divided into four sections, each running the length of the building. The dividing walls are constructed of concrete and brick, some of which has been parged. Engaged brick piers project from the walls of the eastern section of the basement. Electrical equipment is located within the recesses created by the piers. The southern end of the basement consists of storage space, massive entry doors of metal, and a straight-flight stair that is no longer accessible.

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The United Railways and Electric Company Building at 708-710 West Lombard Street was constructed in 1907-1914 by the railway as a sub-station and energy processing plant. The Renaissance Revival-style building continued to serve as the central sub-station for the railway company until 1966, when it was purchased by the State of Maryland for use in the university system. Since that time, the brick building has served the University of Maryland at Baltimore as a storage facility. Today, the United Railways and Electric Company Building survives as an intact example of type of rail-related/energy facility constructed at the turn of the 20th century.

SITE

The land on which the United Railways and Electric Company Building is sited was originally a small portion of the forty-one acres designated as Ridgely's Delight. By 1800, Rebecca Ridgely, the widow of Charles Ridgely, began to subdivide the property. At that time, she conveyed four-and-one-eighth unimproved acres to Alexander and Angelica Robinson. Alexander Robinson improved the property by erecting townhouses which fronted on West Lombard Street. In June 1843, Robinson sold the property to George Stewart for \$2,750. Listed as a carpenter in the city directory, George H. Stewart used the buildings as rental property. Within four years of purchasing it, Stewart began to divide the property, selling each building individually. In 1847, Stewart sold the property designated today as 708-710 West Lombard Street to Elizabeth Harvey.

Elizabeth Harvey resided in the three-story brick townhouse at 710 West Lombard Street, until her death in the late 19th century. Throughout her tenure, she leased the adjacent dwelling at 708 West Lombard Street. By June 1891, Charles W. Ridgely was appointed trustee for Harvey's estate. Ridgely sold the dwelling at 710 West Lombard Street to Wilhelmine and Emil Reich for \$3,900.³ After nine years, the widowed Wilhelmine Reich sold the property to the Maryland Electric Railroad Company.

³ The ownership of the building at 708 West Lombard Street for this period has not been determined.

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BUILDING HISTORY

The electric railroad company mortgaged the property by 1906 to the Mercantile Trust and Deposit Company of Baltimore for \$5207. The terms of the mortgage empowered the Maryland Electric Railroad Company to own, lease, and borrow money against the bonds. The electric railroad company leased the land, together with 708 West Lombard Street which had been purchased in 1906, to the United Railways and Electric Company of Baltimore.⁴ The United Railways Company promptly razed the two three-story townhouses that were located on the two lots, constructing the present two-story industrial building. The fireproof structure served as the central sub-station for the United Railways and Electric Company.

Although the property at 710 West Lombard Street had been sold to the Maryland Electric Railway Company in February 1902, Wilhelmine Reich died in 1903, prior to the completion of the transaction. Edward F. Reich, who was appointed executor for the estate of Wilhelmine Reich, completed the sale in March 1907.

The Baltimore Transit Company, formerly known as the Maryland Electric Railway Company, and the United Railways and Electric Company, sold the property in December 1966 to the State of Maryland. The building has functioned since that time as a storage facility for the University of Maryland at Baltimore.

EARLY HISTORY OF THE STREETCAR SYSTEM IN BALTIMORE

Horse-drawn streetcar lines were established in Baltimore City in the 1870s. The early streetcar companies developed amidst enormous competition between the various streetcar lines. Companies fiercely rivaled each other for routes and customers. The pioneer companies included the Baltimore and Randallstown Railroad (organized in 1872), the Baltimore Pimlico & Pikesville Railroad Company, established in 1872 and reorganized as the

⁴ Land Records of Baltimore City, Liber RO 2311 Folio 6.

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Pimlico and Pikesville Company in 1881, and the Baltimore Union Passenger Company (organized in 1881). One of the largest companies was the Columbia & Maryland Railway, chartered in 1892 and 1894. The Columbia & Maryland Railway was composed of the Baltimore & Washington Turnpike and Tramway Company, the Maryland & Washington Railway Company and the Edmondson Avenue, Catonsville & Ellicott City Electric Railway Company. By 1898, all of these entities foreclosed and were sold to the Maryland Traction Company. The Baltimore Union Passenger Railway company was a small company competing in the streetcar line business during its early history. Chartered in 1881, the Baltimore Union Passenger Railway Company would become one of the most powerful streetcar companies in the late 19th century by capitalizing on the electrification of the streetcars.⁵

By the closing years of the 19th century, all of the various streetcar lines and companies were consolidated through sales, alliances or takeovers into three main companies. The Baltimore City Passenger Railway Company had purchased the bonds of the Baltimore, Middle River & Sparrows Point Railway in 1897 and had acquired the Central Railway in 1898, which included the Baltimore, Gardenville & Belair Electric Railway and the Baltimore & Jerusalem Turnpike Company. The second company was the Baltimore & Northern Electric Railway, who merged with the Falls Road Electric Railway and the Pikesville, Reisterstown & Emory Grove in 1897. The third and largest company was the Baltimore Consolidated Railway Corporation, the precursor of the United Railway and Electric Company. The Consolidated Railway was created as the result of a merger between the Baltimore Traction Company and the City & Suburban Railway Company in 1897. The merger of the Baltimore Traction and the City & Suburban provided Consolidated Railway with control over 191 miles of streetcar lines from over twelve companies that had been absorbed by both Baltimore Traction and City & Suburban.⁶ It was not common practice for competing companies to allow transfers between the numerous streetcar lines. The consolidation of the numerous streetcar lines by the Baltimore Consolidated Railway company

⁵ Farrell, *The History of Baltimore's Streetcars*, pg. 45.

⁶ Public Service Commission of Maryland, *In the matter of the application of the United Railways and Electric Company of Baltimore, Case No. 1568 (1919)*, pg. 8-9.

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provided customers with a chance to transfer interchangeably with the various lines controlled by the company. Some examples of the lines controlled by Consolidated Railway includes the Pratt Street and Waverly line and the route between Washington and Laurel.⁷ Of the three companies, Consolidated was the largest with over 818 cars in service. Nelson Perin, President of the Consolidated Railway, had begun to quietly position his company to become the sole streetcar operator in the Baltimore City area before the beginning of the 20th century. Although his stockholders were becoming impatient, Perin felt his cautiousness and patience would pay off in the end. Instead, in December 1898 the Baltimore & Northern Electric Railway, the smallest of the three companies, bought out Baltimore City Passenger Railway. The Herald described the purchase as "The feature of the week was the coup d'etat of the managers...of the Baltimore & Northern Railway Company, who while the Consolidated people were discussing the subject and trying to beat the City Passenger people in price, stepped in and captured the prize...at \$90 per share."⁸ If Consolidated had purchased City Passenger, they would have had a virtual monopoly in and around Baltimore, ostracizing Baltimore & Northern into the suburbs. Consolidated and B & N/City Passenger finally merged on January 25, 1899 and officially went into service on April 1, 1899 as the United Railways & Electric Company.

THE UNITED RAILWAYS AND ELECTRIC COMPANY IN THE TWENTIETH CENTURY

United's monopoly in the streetcar business should have ensured the company's economic stability and profitability due to the elimination of competition. "The United Railways & Electric Company has a monopoly on the street railway service of Baltimore City. It is the most valuable monopoly that exists in any city because of the fact that Baltimore is built up more solidly in rows than any other city..."⁹ Instead, the United was struggling financially within a year of the mergers and they had debt service at 46 percent of their gross income. Their inability to eliminate duplicate lines and the pressure to buy new cars and equipment due to improvements in

⁷ Farrell, pg. 45 & 81-82.

⁸ Farrell, pg. 97.

⁹ Board of Estimates, *Brief on Behalf of the Board of Estimates*, 1919, pg. 10.

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streetcar technology, led to United's instability. Any increase in fares had to be approved by the Legislature of Maryland. The right to charge five cents per passenger and three cents per child passenger had been approved by the Legislature in April, 1900. The company's request for a transfer charge between lines had been denied by the Legislature and it "caused a material reduction from the estimated gross and net receipts of the Company."¹⁰ The Great Fire of 1904 further endangered the economic future of the United with the destruction of the company records and offices in the Continental Building, damage to the Pratt Street power house, loss of service to the majority of the streetcar system, and the loss of equipment and other property. Fortunately, the physical property was insured and a majority of the property was repairable. Unfortunately, the delay in service due to the use of auxiliary substations and older generation systems, and continuous power shortages greatly affected the ability to provide satisfactory service to the downtown section of the lines. The loss of gross and net income was considerable and the fact that the United was heavily mortgaged prior to the fire, greatly affected their ability to secure additional financing.¹¹

After the fire, the United identified four specific needs in order to completely rehabilitate and overhaul the system. The relaying and repairing of the tracks was the first need to be identified. Improvements to the tracks had already begun prior to the 1904 fire and were to continue after the fire, financed by the company's earnings. The second need was the repairing of old and the purchase of new equipment. The third was the repair of old and building of new structures, including car houses and power supply buildings. This was essential in providing a modernized system with updated but more de-centralized storage and power facilities. Between 1907 and 1912, United conducted an aggressive building campaign of car houses and sub-stations to address their needs, and it was during this campaign that the two-story industrial building at 708-710 West Lombard Street was constructed. This 1907 fireproof structure served as the central sub-station for the United Railways and Electric Company. The final need was the development of streetcar lines to the suburbs that were,

¹⁰ Brown, Alexander & Sons, *The United Railways and Electric Company of Baltimore*, pg. 5

¹¹ Brown, pg. 5

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at the time, not being serviced.¹² United's inability to obtain additional funding greatly reduced their capability of successfully implementing a course of action to achieve the four identified needs.

Under the direction of the United's fourth president, William A. House, the company continued to have problems before the company's finances moved in the right direction. The Waverly car house was destroyed in a January 1906 fire and the loss included the destruction of fifty-six streetcars. Before the car house was completely consumed by flames, employees were able to salvage each of the twenty-eight new semi-convertibles that had been stored in the car house. By the summer of 1906, the United Railways had reached an agreement with the Maryland Electric Railways company. The Maryland Electric Railways had control of the Baltimore, Halethorpe & St. Denis electric railways and the Catonsville Short Line steam railroad. Under the agreement, the Maryland Electric Railways provided the United with \$8 million dollars through twenty-five year bonds.¹³ The money was to be used specifically for the four needs previously identified by United in 1904. With the infusion of money, the United placed its first order for forty double-truck, semi-convertible, high-speed cars in November 1906. A new line to the bathing spa resort, Bay Shore, was opened in 1906 and served as an extension of the Sparrows Point line. This route would become one of the United's most popular and profitable lines.¹⁴ By the end of 1906, the United's financial horizon began to look favorable.

The United Railways & Electric Company continued to do extremely well during the 1910s and 1920s. The introduction of freelance "jitneys" (similar to the bus) in Baltimore City in 1915 and their ability to provide service where the streetcar lines could not posed a new threat for United. In response to this, the United created two subsidiaries, the City Motor Company and the Baltimore Transit Company. The City Motor Company operated three routes for the "jitney" and each led to the heart of the Lexington shopping district. The lines stretched to Baltimore Street and Highland Avenue, Patterson Park Avenue and Preston Street, and Payson Street

¹² Farrell, pg. 108.

¹³ Brown, pg. 6-7.

¹⁴ Farrell, pg. 109.

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and Edmondson Avenue. Within a year of its creation, the "jitney" routes were phased out as their popularity with the public waned.

The Baltimore Transit Company operated a bus service, "an auxiliary service of luxurious nature," whose route ran up Charles Street to Redwood Street and University Parkway. This service was continued, although the streetcar routes remained popular and well utilized. The involvement of the United States in World War I led to an explosion in streetcar ridership. The lines servicing the shipyards were extremely profitable due to the influx of wartime workers. At this time, approximately 120 women conductors were employed for the first time on the streetcar lines. These women had the opportunity to remain with the company after World War I. A number of new technological advances were introduced in the streetcar industry during the 1920s. One innovation was the introduction of wooden "lifeguards" or platforms which, when tripped by a person trapped underneath the front of the car, would cause the platform to drop to the track and protect the person from being crushed by the streetcar wheels. Additional innovations include the introduction of double-decker buses and the 'trackless trolley', whose design was a hybrid vehicles using electric power but running on rubber tires.

In 1933, the United Railway and Electric Company's fate had been sealed with their declaration of bankruptcy. Although the company had been doing well during the late 1910s and 1920s, a combination of events led to their demise by 1933. President Lucius Storrs had authorized the purchase for 150 Peter Witt Cars. These cars were the latest in streetcar technology by being considerably lighter than the older cars and required only one person to operate. The cars were single-end, front-entrance and center-exit cars. The brakes were interlocked with the entrance doors which ensured that if the doors were open, the cars would be inoperable. The cars could hold up to fifty-two seated passengers as well as a number of standing passengers. The "attractive streamline design of the body as well as a bright and cheerful color scheme of buff, cream, and red." was guaranteed to impress the riders and, hopefully, improve ridership.¹⁵ The use of the Witt cars was to save the company approximately \$400,000 a year in operating expenses.

¹⁵ "United Spends \$3,000,000 for New Cars," 1930, *United Railways and Electric Company Vertical File*, Pratt Library.

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county and state
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Unfortunately, the onset of the Great Depression and the company's inability to borrow money to cover the cost of the purchase, began to place a considerable strain on the company's financial resources. By 1931, United began to operate in the red despite cutting costs and expenses. United had accumulated a debt of \$2 million dollars by 1932 and on January 6, 1933, the company was placed into receivership and declared bankruptcy.¹⁶ The United's property was auctioned off at a public sale in March 1935. At the time of its bankruptcy, the United had approximately 1,200 streetcars and 110 motor buses with 3,600 employees. They operated 247 miles of route and a ridership of over 350,000 people each weekday. The routes included service on Gay Street, Saratoga Street, St. Paul Street, Howard Street, Guilford Avenue, Cathedral Street, Lombard Street, Holliday Street and Charles Street.¹⁷ After two years in receivership, the United Railways and Electric Company ceased to exist and the railway reorganized into the Baltimore Transit Company.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>A</u> <u>B</u> <u>X</u> <u>C</u> <u>D</u> Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> None	
Comments: <u>Demolished October 2000 for the UMAB Health Sciences Center Laboratory.</u>	
Reviewer, OPS: <u>[Signature]</u>	Date: <u>2/21/2001</u>
Reviewer, NR Program: <u>[Signature]</u> <u>2/27/01</u>	Date: <u>[Signature]</u>

¹⁶ Farrell, pg. 137.

¹⁷ Locke, Dean J. *A Brief for the United Railways and Electric Company*, pg. 3-4.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. B-3584

The United Railways and Electric Company Building

name of property

Baltimore, Maryland

county and state

=====

HISTORIC CONTEXT:

Geographic Organization: Piedmont

Chronological/Development Period (s):

Industrial/Urban Dominance, 1870-1930
Modern Period, 1930-present

Prehistoric/Historic Period Theme (s):

Architecture, Landscape Architecture, and
Community Planning
Economic (Commercial and Industrial)

Resource Type(s)

Category: Building

Historic Environment: Urban

Historic Function (s): Industrial/Processing/Extraction-
Energy Facility
Industrial/Processing/Extraction-
Industrial Warehouse

Known Design Source: Unknown

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. B-3584

The United Railways and Electric Company Building

name of property

Baltimore, Maryland

county and state

=====

Chain of Title for 708-710 West Lombard Street:

May 12, 1797:	R.B. Latimer to Charles Ridgely Land Records of Baltimore County, Liber WG 22 Folio 530
January 2, 1800:	Rebecca Ridgely, widow of Charles Ridgely of John Ridgely, to Alexander and Angelica Robinson 4-1/8-acres of Ridgely's Delight Land Records of Baltimore County, Liber WG 60 Folio 566
June 27, 1843:	Alexander and Angelica Robinson to George H. Stewart Land Records of Baltimore County Liber TR 335 Folio 216
May 24, 1847:	George H. Stewart to Elizabeth Harvey Land Records of Baltimore County Liber AWB 380 Folio 497
June 20, 1891:	Charles W. Ridgely, Trustee, to Wilhelmine and Emil Reich Land Records of Baltimore City, Liber JB 1348 Folio 554
1902:	Wilhelmine Reich to Maryland Electric Railway Transaction not recorded due to death of Reich in 1903.
April 3, 1902:	Maryland Electric Railway to Mercantile Trust and Deposit Land Records of Baltimore City, Liber RO 2313 Folio 420
September 15, 1906:	Trustees of the Mercantile Trust Deposit Company to Maryland Electric Railway Company Land Records of Baltimore City Liber RO 2276 Folio 433

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. B-3584

The United Railways and Electric Company Building

name of property

Baltimore, Maryland

county and state

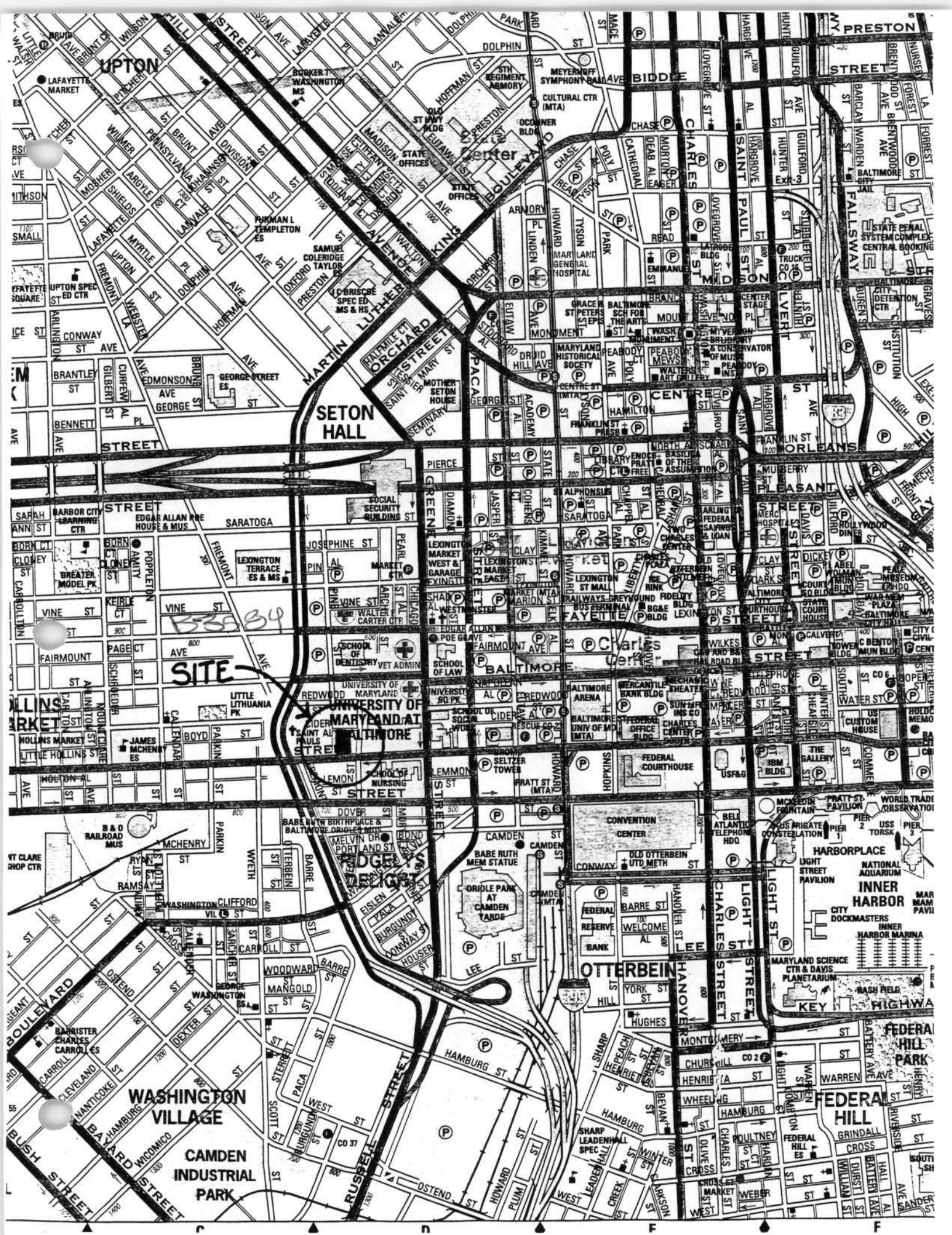
March 4, 1907:

Edward Reich, executor for the estate of
Wilhelmine Reich, to Maryland Electric
Railway

Land Records of Baltimore City,
Liber RO 2313 Folio 1

December 22, 1966:

United Railways and Electric Company,
Baltimore Transit Company, to State of
Maryland, University of Maryland
Land Records of Baltimore City,
Liber JFC 2165 Folio 296





B-3584

708-710 W. LOMBARD ST
BALTIMORE

TRACERIES

AUGUST 1995

MARYLAND SHPO

STREETSCAPE, LOOKING NW

1 OF 8



B-3584
708-710 W. LOMBARD ST
BALTIMORE
TRACERIES
AUGUST 1995
MARYLAND SHPO
FACADE, LOOKING NORTH
2 OF 8



B-3584
708-710 W. LOMBARD ST
BALTIMORE
TRACERIES
AUGUST 1995
MARYLAND SHPO
NW CORNER, LOOKING SE
3 OF 8



B-3584
708-710 W. LOMBARD ST
BALTIMORE
TRACERIES
AUGUST 1995
MARYLAND SHPO
NORTH ELEVATION, FIRST STORY DETAIL,
LOOKING SE



B-3584
708-710 W. LOMBARD ST
BALTIMORE
TRACERIES
AUGUST 1995
MARYLAND SHPO
SE CORNER, CORNICE DETAIL,
LOOKING NW
5 OF 8



B-3584
708-710 N. LOMBARD ST
BALTIMORE
TRACERIES
JUNE 1995
MARYLAND SHPO
FIRST FLOOR, LOOKING SOUTH
6 OF 8



B-3584

708-710 N. LOMBARD ST

BALTIMORE

TRACERIES

JUNE 1995

MARYLAND SHPO

FIRST FLOOR, LOOKING NORTH

7 OF 8



B-3584
708-710 W. LOMBARD ST
BALTIMORE
TRACERIES
JUNE 1995
MARYLAND SHPO
BASEMENT, LOOKING NORTH
8 OF 8

B-3584
Storage facility building
Baltimore
not accessible

c. 1910

The storage facility building, located at 708-710 West Lombard Street between Fremont and Penn Streets, is a two story high, brick commercial structure dating from the early twentieth century and featuring a tripartite facade. These three parts are formed by three segmentally arched, recessed panels containing all the fenestration and large delivery entrance doorway at the southeast corner of the building. The building rests on a substantial poured concrete basement. At first story level, the facade is marked by groups of three narrow windows distinguished by jade arch lintels and keystones and projecting concrete sills. On second story level, there are three groups of elongated windows with arched tops which fit into the recessed panels. The voussoirs of more larger segmental arches and the blocks of the four piers of the south facade, simulating rustication, are fashioned by variations in how the brick is laid. Large concrete keystones of the large arches abut the classically detailed cornice.

This well-maintained, early twentieth century commercial structure which extends back to Cider Alley, was designed to conform sympathetically with the nineteenth century rowhouses which once surrounded it on both sides. In its first few years of existence, it functioned as a facility of the Maryland Electric Railway Company.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Storage facility building

2 LOCATION

STREET & NUMBER

708-710 West Lombard Street

CITY, TOWN

Baltimore

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

M Maryland

COUNTY

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☒ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☒ PUBLIC
☐ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☐ OCCUPIED
☒ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES: RESTRICTED
☐ YES: UNRESTRICTED
☒ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☐ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☐ TRANSPORTATION
☐ MILITARY ☐ OTHER:

4 OWNER OF PROPERTY

NAME

State of Maryland for use by the Univ. of Mary-Telephone #: 853-3683
land

STREET & NUMBER

Office of University Planning, University of Maryland

CITY, TOWN

College Park

VICINITY OF

STATE, zip code

Maryland 20742

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Baltimore City Courthouse

Liber #: JFC 2165

Folio #: 296

STREET & NUMBER

Calvert & Fayette St.

CITY, TOWN

Baltimore

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION**CONDITION**

☐ EXCELLENT ☐ DETERIORATED
☒ GOOD ☐ RUINS
☐ FAIR ☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The storage facility building (708-710 West Lombard Street) located on the north side of West Lombard Street between Fremont & Penn Streets is a two storey tall, three bay wide brick commercial structure dating from the early twentieth century.

The raised basement level is characterized by a trio of recessed square windows in the central and eastern bays. Rather than of brick this area is of poured concrete. A corrugated metal door marks the large delivery entrance of the western bay. This doorway extends from street grade to the top of the first storey.

The first and second storey are divided into a trio of rusticated brick arches which spring from the poured concrete water table. A keystone marks the centers of each panel. In each of the central and eastern bays of the first storey are a trio of double-hung sashed windows. A slightly projecting dressed stone sill and keystoned lintel define each of these windows. At the second storey level a segmentally arched trio of elongated double-hung sashed windows distinguished each of the three sections. Again, these windows display slightly projecting stone sills.

A heavily multi-molded wooden cornice above a series of modillions and a blank frieze crown the building below a parapet wall.

The rear (north) facade, which faces Cider Alley, is sectioned into six bays. An entrance at street level is found in the easternmost bay, interrupting the basement belt course located several feet above street grade. An elevated first storey loading dock with a ten-paneled metal door surmounted by a flush metal lintel defines the third bay from the building's northeast corner. Above the door's lintel appear two lintels each of a triple row of soldier-laid brick suggesting that this door is a later replacement. Segmentally arched window openings mark the remaining five bays. Each window is of 4/4 double-hung sash with a projecting dressed stone sill and a lintel of a triple row of soldier-laid bricks.

The second storey is distinguished by six elongated segmentally arched window openings. Each window opening is defined by a 4/4 double-hung sash surmounted by a 4-light fixed-sash window. These windows carry similar lintel & sill trim.

A cornice of corbeled & dentilated bricks adorns the parapet wall.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

B-3584

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The storage facility building is a good example of early twentieth century commercial architecture.

In the early part of the twentieth century this structure was owned by the Maryland Electric Railway Company.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Bridget M. Deale, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust

DATE

December 1979

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

269-2438

CITY OR TOWN

Annapolis,

STATE

Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

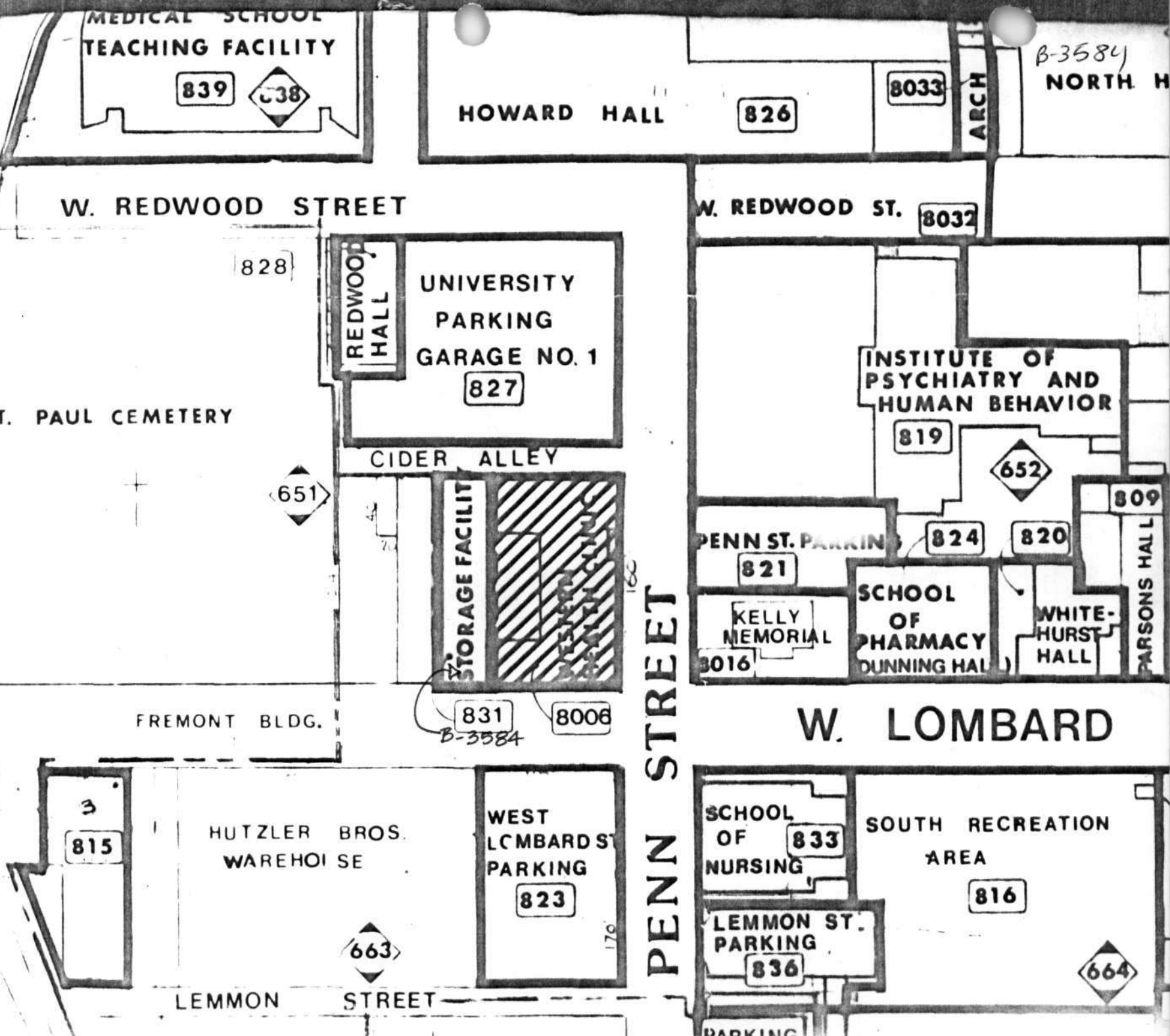
RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

CHAIN OF TITLE

708 - 710 West Lombard Street
4-9-651-5

JFC 2165/296 12/22/1966 Deed	From United Railways and Electric Company, Baltimore Transit Company to the State of Maryland, University of Maryland.
RO2311/6 2/21/1907 Lease	From Maryland Electric Railway Company to United Railways and Electric Company.
RO 2276/433 9/15/1906 Deed	From Mercantile Trust Deposit Company, Trustees to Maryland Electric Railway Company. "Beginning on the North side of Lombard Street at a distance 100' West from Northwest intersection of Lombard and Penn Streets then West binding on Lombard Street 25' then North paralleling Penn Street 154' to an alley at least 25' wide leading from Penn Street to Church yard wall then East binding on the alley with use and privileges thereof and parallel to German Street 25' and then South parallel with Penn Street 154' to place of beginning".
2313/1 3/4/1902	From Maryland Electric Railways to Mercantile Trust and Deposit for \$5207.80. Also mentions transaction from Edward Reich, Executor to Maryland Electric Railways.
AWB 380/497 5/24/1847	From George H. Stewart to Elizabeth Harvey.
TR 335/216 6/27/1843	From Alexander, Angelica Robinson to George H. Stewart Describes four acres of a 91 acre parcel which was part of Ridgely's Delight, for \$2750.
W 660/566 1/2/1800	From Rebecca Ridgely, widow of Charles Ridgely, of John to Alexander Robinson.

PROPOSED





B-3584

Storage Facility Building
W. Lombard Street, Baltimore, MD

South facade (Lombard St.)
12/79 E. Coxe



B-3584

Storage Facility Building
W. Lombard Street, Baltimore, MD

North facade (Cider Alley)
12/79 E. Coxe